

DEPARTMENT OF PLANNING  
STAFF REPORT

**PLANNING COMMISSION PUBLIC HEARING**

**DATE OF HEARING: November 19, 2007**

**SPEX 2006-0030, Lenah Auto Service**

**DECISION DEADLINE: February 5, 2008**

**ELECTION DISTRICT: Dulles**

**PROJECT PLANNER: Nicole Steele**

**EXECUTIVE SUMMARY**

Randolph D. Rouse of Arlington, Virginia has submitted an application for a special exception to permit the expansion of an existing automobile service station in the Rural Commercial (RC) zoning district. The properties also lie within the AI (Airport Impact) Overlay District, entirely between the Ldn 60-65 aircraft noise contours. This application is subject to the Revised 1993 Zoning Ordinance and the proposed use is listed as a Special Exception use under Section 2-904 (D). The land area for which the special exception is requested is an approximately 1.05-acre portion of the total 2.65 acres of the properties and is located on the south side of John Mosby Highway (Route 50), approximately 400 feet west of Lenah Road (Route 600) at 41105 and 41111 John Mosby Highway, Aldie, Virginia in the Dulles Election District. The area is governed by the policies of the Revised General Plan (Transition Policy Area (Upper Broad Run Subarea)), the Countywide Transportation Plan, and the Countywide Retail Policy Plan Amendment which designate this area for transitional land uses, which are defined as "a blend of rural and suburban development features..." that "...achieve a balance between the built and natural environments" and include residential uses at densities of one dwelling unit per acre and small-scale non-residential uses.

**RECOMMENDATION**

Staff cannot fully support this proposal until resolution of transportation issues regarding the design of a left turn lane on Route 50 has been accomplished. There has been some confusion to what VDOT has approved as acceptable for a modified left turn lane design. Staff recommends that the application be forwarded to committee for additional review.

**SUGGESTED MOTIONS**

1. I move that the Planning Commission forward SPEX 2006-0030, Lenah Auto Service, to committee for further discussion.

OR,

2. I move an alternate motion

## VICINITY MAP



### Directions:

From Leesburg: Head south on Route 15 (James Monroe Highway) to Route 50 (John Mosby Highway). Turn left on Route 50 and stay straight for approximately 2.5 miles. The property is on the right or south side of Route 50.

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**I. APPLICATION INFORMATION**

**APPLICANT** Mr. Randolph D. Rouse  
6407 Wilson Boulevard  
Arlington, Virginia 22205-1506  
703-533-8580

**PROPERTY OWNER** Same as Applicant

**REPRESENTATIVE** Sevila, Saunders, Huddleston & White  
Robert E. Sevila, Esquire  
P.O. Box 678  
Leesburg, Virginia 20178  
(703) 777-5700

**APPLICANT'S REQUEST** Special Exception application to permit the expansion of an existing service station from two (2) pumps to four (4) pumps in the RC Zoning District.

**LOCATION** South side of Route 50 near the intersection of John Mosby Highway and Lenah Farm Lane at 41105 and 41111 John Mosby Highway.

**TAX MAP/PARCEL #s** Tax Map 100 Parcels 7A (PIN #286-49-8780), 7D (PIN #286-40-0187), and 7E (PIN #286-49-9864).

**ZONING** RC – Rural Commercial

**ACREAGE OF SITE** 1.05-acre portion of the total 2.65-acres

**SURROUNDING ZONING / LAND USES**

	<b>ZONING</b>	<b>PRESENT LAND USES</b>
North	RC	Rural Commercial
South	TR-1	Transition Residential
East	RC	Rural Commercial
West	TR-2	Transition Residential

**ELECTION DISTRICT:** Dulles

## II. SUMMARY OF DISCUSSION

Topic	Issues Examined and Status
Comprehensive Planning	<ul style="list-style-type: none"><li>• Inconsistent with the policies of the <u>Revised General Plan</u>, and the Countywide Retail Plan Amendment for design of the proposed canopy. – Resolved</li><li>• Commit to maintenance and native vegetation for all landscaping. – Resolved</li><li>• Mitigate light pollution. – Resolved</li></ul>
Zoning	<ul style="list-style-type: none"><li>• Boundary Line Adjustment must be approved and recorded prior to site plan approval. – Resolved</li></ul>
Transportation	<ul style="list-style-type: none"><li>• Remove the middle entrance to the site. – Resolved</li><li>• Provide pedestrian connections to the properties to the east and west. – Resolved</li><li>• Provide a right turn lane into the site. – Resolved</li><li>• Provide a left turn lane into the site. – Unresolved</li></ul>
Environmental Review Team	<ul style="list-style-type: none"><li>• Commit to an oil/grit separator. – Resolved</li></ul>
Fire & Rescue	<ul style="list-style-type: none"><li>• One-time contribution of \$0.20 per square foot of non-residential floor area existing on-site.</li></ul>
Disclosure of Real Parties of Interest	<ul style="list-style-type: none"><li>• Received and completed on October 29, 2007.</li></ul>

## III. CONCLUSIONS

1. The proposed project is consistent with the policies of the Revised General Plan and the retail policies of the Countywide Retail Plan Amendment, which designates this area suitable for transitional land uses, which are defined as “a blend of rural and suburban development features...” that “...achieve a balance between the built and natural environments” and include residential uses at densities of one dwelling unit per acre and small-scale non-residential uses.
2. The expansion of the automotive service station use from two (2) gas pumps to four (4) gas pumps, comply with the applicable requirements of the Revised 1993 Zoning Ordinance.
3. The application does not comply with the policies of the Revised Countywide Transportation Plan. A modified left turn lane is required for this application. However, VDOT has not agreed to the proposed turn lane improvements on Route 50.
4. This existing use is generally compatible with the other existing neighboring uses.

#### IV. **CONDITIONS OF APPROVAL** – *October 29, 2007*

1. Special Exception Plat. The Special Exception uses and associated site development shall substantially conform to the Special Exception Plat prepared by Stantec Consulting Inc., dated January 2, 2007, and revised through October 12, 2007, and the Revised 1993 Zoning Ordinance. Approval of this application does not imply modifications of, or relieve the applicant of, any Zoning Ordinance, Codified Ordinance, or any other requirement.
2. Uses Permitted. Approval of this Special Exception application grants approval for an automotive service station use with four (4) gas pumps, as defined by the Revised 1993 Loudoun County Zoning Ordinance. There shall be no food preparation on site. There shall be no private well water offered to the public including no public drinking fountains. No additional public restrooms shall be installed.
3. Boundary Line Adjustment. At the time of site plan review, the applicant shall submit a Boundary Line Adjustment reflecting the proposed property line adjustments for lots 7, 7A, 7E and 7D on the Special Exception Plat dated October 12, 2007 Sheet 2 of 4, which shall be approved and recorded prior to approval of the site plan.
4. Best Management Practices. The Applicant shall employ the use of innovative BMP facilities, including but not limited to an oil/grit separator, spill containment BMP, surface spill containment area, and BMP filtration devices with the construction and operation of the automobile service station with four (4) gas pumps. There shall be no grading, paving or disturbance within 10 feet of the existing drainfield or any of the components.
5. Landscape Plan. The development of the special exception uses on the property shall include landscaping elements within the required buffer yards shown on the Special Exception Plat Sheet 2 of 4, prepared by Stantec Consulting Inc, dated October 12, 2007. The applicant shall maintain the landscaping in healthy condition throughout the lifetime of the special exception use. The landscaping must contain 100% native plant species. Specific landscaping details shall be provided at site plan review.
6. Transportation. The owner shall provide transportation improvements as shown on the Plat dated October 12, 2007, prepared by Stantec Consulting Inc., and as described below.
  - a. Dedicate and construct right and left turn tapers and lanes into the site as shown on the Special Exception Plat and in accordance with County and VDOT requirements prior to site plan approval.
  - b. The existing middle entrance shall be closed and converted to landscaping prior to zoning permit issuance. There shall be only two entrances from Route 50 to this site.
7. Bicycle and Pedestrian Trails. In order to facilitate pedestrian movement, the applicant shall construct a minimum 5-foot wide sidewalk to the adjacent properties to the east and west as shown on the Special Exception Plat dated October 12, 2007.



8. Lighting. The Property lighting shall be designed with full cut-off and shielded lighting fixtures so that light will be directed inward and downward toward the interior of the property, away from adjacent existing or planned roads and development. There shall be a maximum illumination of 5-foot candles for exterior building lighting and security lighting. There shall be a maximum illumination of 2-foot candles for the parking lots. The lighting shall be no greater than necessary for its intended purpose and the applicant shall power-down some or all of the exterior lights at close of business.
9. Construction Debris. Construction debris shall be secured onsite to prevent it from blowing into roadways and onto other adjacent properties. At the end of each work day, construction dumpsters shall be covered with tarps that are secured to the pavement to prevent wind action on the contents of the dumpsters. The perimeter of the site shall be inspected daily to assure that any loose debris is retrieved and secured onsite. Stacks of light construction materials such as, but not limited to, insulation, trim, sheet metals, plastic rolls, sheet goods, wiring, plastic pipe, or any other construction material that could possibly go airborne shall be secured within trailers, structures, or tied down under tarps or be otherwise secured to assure resistance to wind action.

NOTE: The Applicant has agreed to provide a one time fire and rescue contribution to the County in the amount of \$0.20 per square foot of non-residential floor area existing on-site for equal distribution between the primary fire and rescue servicing companies. This contribution shall be made at the time of issuance of the applicable zoning permits. The contribution shall escalate annually from the base year of 1988 and change effective each January 1st thereafter, based on the Consumer Price Index (CPI).

## V. PROJECT REVIEW

### A. CONTEXT

Mr. Randolph D. Rouse, the applicant, is requesting a Special Exception for renovations to an existing service station along Route 50 in Lenah. The special exception area is 1.05-acres in size and is zoned RC (Rural Commercial) under the Revised 1993 Zoning District. A use permit for a "gasoline service station" was issued on August 20, 1954, and the Lenah Auto Service has been operating on the subject property from 1954 to the present. The existing service station contains two



gasoline pumps under a canopy, as well as a service station building. The applicant seeks to renovate and upgrade the service station by expanding from two gas pumps to four, replacing existing and outdated fueling equipment, and expanding the canopy above the gas pumps.

The property is bordered to the north by Route 50. To the south of the special exception area, the parcel is zoned Rural Commercial and is also owned by the applicant. There was

an appeal granted on October 25, 2007 to establish the current use on this parcel as “Farm Machinery Sales and Service” called Volvo Rents. The applicant has stated that an inter-parcel connection will be provided between the Lenah Auto Service Station and the Volvo Rents establishment. However, there is currently no inter-parcel connection shown on the Special Exception Plat. An update will be provided to the Planning Commission by the Public Hearing date. Also to the south of the property, is a subdivision zoned Transition Residential called Lenah Run. To the east of the site is Rural Commercial zoned land containing warehouse uses, and to the west is land zoned Transitional Residential with a single family dwelling.

The property contains an existing use and not expanding the physical area of the gas station, thus it is anticipated that there will be no additional environmental impacts. The property is located with the Ldn 60 airport noise contour. The Planning Department waived the requirement for a Phase 1 Archeological Study and a Tree Study.

## **B. SUMMARY OF OUTSTANDING ISSUES**

The required modified left turn lane into the site has not been fully reviewed and designed. A left turn lane is necessary due to the number of daily trips into the site. However, the Virginia Department of Transportation (VDOT) is proposing a traffic circle at Lenah Road and Route 50, thus requiring a modified turn lane design into the site. VDOT commented on a sketch submitted by the applicant in August 2007. A revised design was submitted on October 16, 2007 incorporating VDOT’s comments, but VDOT has not reviewed or commented on the current proposal contained within the Special Exception Plat. The Loudoun County Office of Transportation Services (OTS) has reviewed both designs and prefers the first sketch that depicts the left turn entering into the first or eastern most entrance of the site rather than the second or western most as shown on the current proposal. However, OTS defers to VDOT on the final design and requirements of the left turn lane.

County staff and the applicant will continue to work with VDOT in order to clarify the most appropriate design and resolve this outstanding issue. Resolution of this issue may result in revisions to the Special Exception Plat and revised Conditions of Approval.

## **C. OVERALL ANALYSIS**

### **LAND USE**

The intent of the Revised General Plan for the Transition Policy Area is to provide a “visual and spatial transition” between the Suburban and Rural Policy Areas (Revised General Plan, Policy 2, p. 8-2). The non-residential component of the Transition Policy Area will be comprised of uses that represent an appropriate transition from the suburban to rural land uses, such as golf courses, active recreation uses, kennels, nurseries and similar



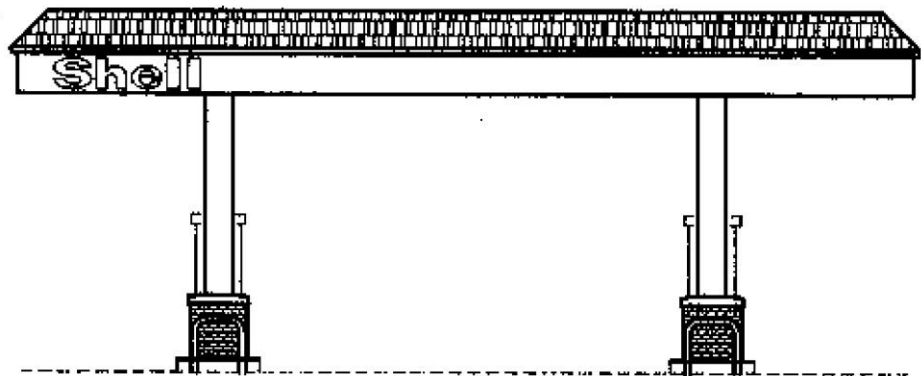


commercial uses, public and private schools and other compatible institutional uses provided they meet specific criteria that address the nature, scale and intensity of the use, market area and design characteristics (Revised General Plan, text, p. 8-2, and Policy 15, p. 8-7). Nonresidential uses within the Transition Policy Area are intended to “promote the rural character while serving both the rural and suburban populations” (Revised General Plan, text, p. 8-2).

The existing service station has retained its rural, small-scale character, while serving the surrounding community since the early 1950’s. This is the intent of nonresidential uses within the Transition Policy Area. The Plan supports the expansion of existing commercial uses in the Transition Policy Area that serve the surrounding rural and suburban population. However, the proposal should ensure that the existing character of the use is not compromised in the process, and that the use continues to represent the spatial transition from suburban to rural land uses. Design of the canopy expansion, lighting, and landscaping are outlined below.

### CANOPY DESIGN

The proposal includes a canopy expansion that will house a total of four pumps. The proposed canopy will be 23’ x 106’, approximately twice the size of the existing canopy. The proposed canopy expansion will be in keeping with the character of the existing service station and surrounding community by maintaining a white fascia for the entire canopy and supports. Green lettering will be used for the sign on the canopy which reflects the color scheme and design of the existing service building. Traditional architectural elements and details such as a low-pitched gable or hipped roof, a simple boxed cornice with molded soffit detail, and building materials such as asphalt shingle or standing seam metal roofing would be preferred over the current design. However, staff recognizes that the service station is existing and the canopy is designed to match the existing service station building. A gas station approved on July 19, 2005, *SPEX 2003-0027, Piercy’s Garage*, incorporated architectural elements such as a shingle finish roof and white column wraps. Piercy’s garage can serve as an example of what materials and design elements are encouraged for the design of the proposed canopy in the Transition Area and this site.



**PIERCY’S GARAGE CANOPY ELEVATION**

### LIGHTING

The Plan promotes night-lighting standards that will “reduce light pollution such as glare, energy waste, light trespass, and the deterioration of the natural nighttime environment” (Revised General Plan, text, p.5-42).

The lighting for this application will be designed with full cut-off and shielded lighting fixtures so that light will be directed inward and downward toward the interior of the property, away from adjacent existing or planned roads and development. There will be a maximum illumination of 5-foot candles for exterior building lighting and security lighting and a maximum illumination of 2-foot candles for the parking lots. The lighting will be no greater than necessary for its intended purpose and the applicant has committed to power-down some or all of the exterior lights at the close of business (*Condition #8*).

## **LANDSCAPING**

The Transition Area is envisioned to serve as a spatial transition from the suburban east to the rural western part of the County (Revised General Plan, text, p. 8-1). It is the intent of the Arcola Area/Route 50 Corridor Plan for Route 50 to have unified landscaping along the entire length of the Route 50 Corridor through the County. However, this application lies just west of the Plan area. In order to continue quality landscaping along the entire length of Route 50, with an appropriate transition from suburban to rural, the applicant has committed to the maintenance of all required landscaping for the life of the Special Exception as well as 100% native plant species (*Condition #5*).

## **ZONING**

At the time of site plan review, the applicant must submit a Boundary Line Adjustment reflecting the proposed property line adjustments for lots 7, 7A, 7E and 7D on the Special Exception Plat dated October 12, 2007. This Boundary Line Adjustment must be approved and recorded prior to approval of the site plan (*Condition #3*).

This site fits the stormwater hotspot use described in Section 5.320 of the Facilities Standards Manual by storing and dispensing petroleum products. A stormwater hotspot use is defined as a land use or activity that generates higher concentrations of hydrocarbons, trace metals or toxicants than are found in typical stormwater runoff. The applicant will employ the use of innovative Best Management Practices, including but not limited to an oil/grit separator, spill containment BMP, surface spill containment area, and BMP filtration devices with the construction and operation of the Special Exception Use (*Condition #4*).

## **FIRE & RESCUE**

The project is within the primary fire and rescue service delivery of the Aldie Volunteer Fire Company (Fire) and Arcola Volunteer Fire and Rescue (Rescue), and is considered a “moderate risk” from a protection standpoint. The applicant recognizes the necessity to support fire and rescue services and offered a one-time contribution of \$0.20 per gross square foot for non-residential structures existing on-site per Board Policy on Fire & Rescue contributions.

## **TRANSPORTATION**

A trip generation study was submitted to the County that compared the service station trip generation with a by-right trip generation for a rural commercial land use. The study concluded

674 daily vehicle trips (dvt) would be generated by the service station versus 2,248 dvt by the by-right use. It has been determined that the trips generated by this expansion will not be increased due to addition of fueling dispensers as the application is not a destination use. The number of cars on the adjacent road remains the same whether it has two (2) or four (4) fueling dispensers.

A turn lane study determined that both left and right turn lanes are necessary for this application due to the number of daily trips into the site. The applicant has proposed to construct a modified left and right turn lane and taper of 200' each. The required modified left turn lane design has not been fully reviewed by VDOT. However, a traffic circle is proposed at Lenah Road and Route 50, thus requiring a modified design of the left turn lane from Route 50 into the site. VDOT commented on a sketch for the left turn lane submitted by the applicant, but has not commented on the current proposal contained within the Special Exception Plat dated October 12, 2007.

The Loudoun County Office of Transportation Services (OTS) has reviewed both designs and prefers the first sketch that depicts the left turn lane entering into the first or eastern most entrance of the site rather than the second or western most entrance, over the current proposal on the Special Exception Plat. This sketch is preferred by OTS because if vehicles are directed to the second entrance, it could result in motorists attempting to avoid the turn lane all together, resulting in sudden stops on Route 50 to make the turn. Also, by proposing the use of the second entrance for the left turn lane, the configuration of the entrance causes interference with vehicles attempting to turn left or right out of the site. However, OTS defers to VDOT on the final design and requirements of the left turn lane. The applicant is currently working on a second entrance design that allows for a safer turn configuration. An update will be provided to the Planning Commission by the Public Hearing date.

The applicant has committed to constructing the left and right turn lanes and tapers in accordance with County and VDOT requirements (*Condition #6*). However, the final design must be included on the Special Exception Plat to maintain substantial conformance with the design.

The applicant has agreed to remove the existing third, or middle entrance to the site at OTS and VDOT's request. Consequently, the applicant can now provide a better landscaping plan for the required buffers along Route 50.

The applicant has also committed to constructing a sidewalk that connects to the adjoining properties and the service station building (*Condition #7*).

## UTILITIES

There are no utility issues associated with this application, the applicant proposes to serve the site by an existing private well and a private drainfield system. Therefore, the Loudoun County Sanitation Authority has no involvement with the operation of this site. Due to the lack of public utilities, there should be no food preparation on site, no well water offered to the public including no public drinking fountains, and no grading, paving or disturbance within 10 feet of the existing drainfield or any of the components. No additional public restrooms may be added to the service station use (*Condition #2*).

#### **D. ZONING ORDINANCE CRITERIA FOR APPROVAL**

Section 6-1310 of the Loudoun County Zoning Ordinance states “In considering a Special Exception application, the following factors shall be given reasonable consideration. The applicant shall address all the following in its statement of justification or Special Exception plat unless not applicable, in addition to any other standards imposed by this Ordinance”:

Standard      *Whether the proposed Special Exception is consistent with the Comprehensive Plan.*

Analysis      This application is consistent with the Comprehensive Plan.

Standard      *Whether the proposed Special Exception will adequately provide for safety from fire hazards and have effective measures of fire control.*

Analysis      The proposed Special Exception Use will adequately provide for safety from fire hazards and will have effective measures of fire control.

Standard      *Whether the level and impact of any noise emanating from the site, including that generated by the proposed use, negatively impacts the uses in the immediate area.*

Analysis      The noise level of the proposed Special Exception Use will not negatively impact the uses in the immediate area.

Standard      *Whether the glare or light that may be generated by the proposed use negatively impacts uses in the immediate area.*

Analysis      The lighting of the proposed Special Exception Use will not negatively impact the uses in the immediate area.

Standard      *Whether the proposed use is compatible with other existing or proposed uses in the neighborhood, and adjacent parcels.*

Analysis      The proposed Special Exception Use is compatible with other existing uses in the neighborhood and adjacent parcels.

Standard      *Whether sufficient existing or proposed landscaping, screening and buffering on the site and in the neighborhood to adequately screen surrounding uses.*

Analysis      Landscaping, screening and buffering will be provided to adequately screen the surrounding uses and in accordance with the Revised 1993 Zoning Ordinance.

Standard      *Whether the proposed Special Exception will result in the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance.*



- Analysis      The proposed Special Exception Use will not impact the preservation of any topographic or physical, natural, scenic, archaeological or historic feature of significant importance on or off-site.
- Standard      *Whether the proposed Special Exception will damage existing animal habitat, vegetation, water quality (including groundwater) or air quality.*
- Analysis      The proposed Special Exception will not damage existing animal habitat, vegetation, water quality, or air quality.
- Standard      *Whether the proposed Special Exception at the specified location will contribute to or promote the welfare or convenience of the public.*
- Analysis      The proposed Special Exception at this site will contribute to the welfare of the public and promote convenience to the public by offering a necessary service.
- Standard      *Whether the traffic expected to be generated by the proposed use will be adequately and safely served by roads, pedestrian connections and other transportation services.*
- Analysis      The traffic expected to be generated by the proposed use will be adequately and safely served by existing roads. However, the applicant is currently proposing a left turn lane design into the site that has not been reviewed by VDOT. This left turn lane is required by VDOT.
- Standard      *Whether, in the case of existing structures proposed to be converted to uses requiring a Special Exception, the structures meet all code requirements of Loudoun County.*
- Analysis      The existing gas canopy is to be converted into a larger canopy and will meet all code requirements of Loudoun County.
- Standard      *Whether the proposed Special Exception will be served adequately by essential public facilities and services.*
- Analysis      The proposed Special Exception will be served adequately by public facilities and services; the application will utilize an existing drainfield on-site.
- Standard      *The effect of the proposed Special Exception on groundwater supply.*
- Analysis      This Special Exception should not have an adverse effect on the groundwater supply.
- Standard      *Whether the proposed use will affect the structural capacity of the soils.*
- Analysis      The proposed use should not have an adverse effect on the structural capacities of the soils.

- Standard      *Whether the proposed use will negatively impact orderly and safe road development and transportation.*
- Analysis      The Special Exception is proposing a modified left turn lane into the site. VDOT reviewed and commented on a sketch provided by the applicant, but there has been some confusion to whether the comments meant that the sketch needed to be altered or if it was okay as originally proposed. The current proposal on the Special Exception Plat has not been reviewed by VDOT and it is uncertain what design is more appropriate.
- Standard      *Whether the proposed Special Exception use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.*
- Analysis      The Special Exception could provide desirable employment and enlarge the tax base by providing a business which will support the surrounding community and providing a needed service.
- Standard      *Whether the proposed Special Exception considers the needs of agriculture, industry, and businesses in future growth.*
- Analysis      The Special Exception considers the needs of the agriculture, industry, and businesses in future growth.
- Standard      *Whether adequate on and off-site infrastructure is available.*
- Analysis      On and off-site infrastructure is available.
- Standard      *Any anticipated odors which may be generated by the uses on site, and which may negatively impact adjacent uses.*
- Analysis      The Special Exception Use should not generate odors which may negatively impact adjacent uses.
- Standard      *Whether the proposed Special Exception uses sufficient measures to mitigate the impact of construction traffic on existing neighborhoods and school areas.*
- Analysis      The proposed Special Exception will use sufficient measures to mitigate the impact of any construction traffic that may be caused by the Special Exception on existing neighborhoods and school areas.

<b>VI. ATTACHMENTS</b>	<b>PAGE NUMBER</b>
<b>1. Review Agency Comments</b>	
a. Planning Department, Community Planning (01-08-07, 03-27-07)	A-1
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c. Building and Development, Zoning Administration (12-28-06, 03-28-07)	A-12
d. Office of Transportation Services (12-21-06, 04-03-07)	A-21
e. Virginia Department of Transportation (01-03-07, 04-04-07, 06-26-07, 09-25-07)	A-24
f. Loudoun County Health Department, Environmental Health (12-14-06)	A-35
g. Loudoun County Sanitation Authority (11-29-06)	A-36
h. Fire & Rescue Services (12-20-06)	A-37
<b>2. Disclosure of Real Parties in Interest (10-29-07)</b>	A-38
<b>3. Applicant's Statement of Justification (04-17-07)</b>	A-45
<b>4. Applicant's Response to Referral Agency Comments (03-06-07, 05-16-07)</b>	A-51
<b>5. Lenah Auto Service Station – Turn Lane Sketch (August 2007)</b>	A-78
<b>6. Special Exception Plat (10-12-07)</b>	